page 10, line 3:

Fig. 8 on the left-hand side, alternatively shows a single, swivelable groove G coupling device in the middle of the underside [within brackets] of car R to make the car-to-car connection while giving more room inside car R for freight which knuckle coupler K would normally take up. Its side view, far left, showing G as mounted under R and clearing plate P is also provided in Fig. 8 to reestablish the presence of swivel W in mind.

page 14, line 4:

Fig. 13 shows the case where Split Stand ~~S~~ S' is "split" so to handle coupling two standard car R configurations or engine neither of which have room for the articulating device underneath either. The couplers may be both of the knuckle K type or the TG type as well as the mixed configuration shown. This allows the two standard cars R to simultaneously couple to the articulating device whenever necessary. Thus a "spare" device may be easily carried in train. A spare would be required to replace a device that may develop a hot bearing, flat wheel or the like. The damaged device may then be left on a siding while the full train and ALL the freight or passengers is carried on to destination.

page 15, line 5

There will always be the case where there is no room for the wheels of the articulating device to fit under the standard car. Fig. 22 shows the difference between standard truck placement on car R at the top of the figure and the tank car/engine type of truck placement at its bottom. This situation ~~is~~ remains true especially for tank cars, and of course, engines though other types of cars may also exhibit this type of truck placement feature. Fig. 14 shows how Stand S may be moved to either side of the articulating device to allow it to still connect to any and all standard rolling stock wherever their trucks are placed.